

We're laying it down!

The Quiet Pavement Program began with the first project in the summer of 2003. That project, now completed, overlaid approximately 23 miles of the concrete freeway at a cost of about \$5,500,000. Approximately 78,000 tons of rubberized asphalt was placed, which represents about 265,000 used tires. Several similarly sized projects, are scheduled to be bid over the next few years until most of the Regional Freeway System is covered with this quiet riding surface. To date citizens are very pleased with the program and are anxious for all the resurfacing to be completed.



Quiet pavement program Phase I,
Loop 101, Summer 2003

Still want more info?

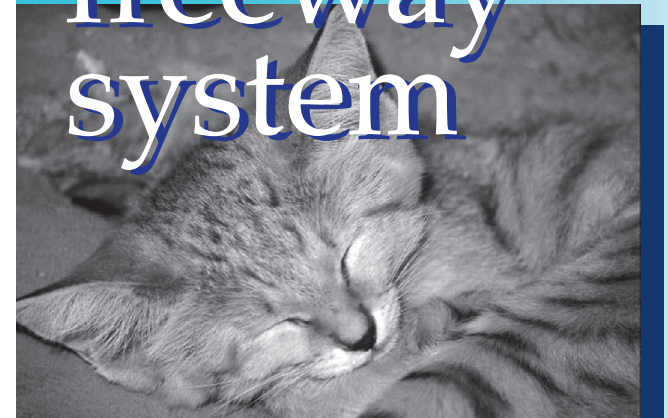
For information on this subject you can go to following Web site, www.dot.state.az.us/about/materials/pavedsgn/index.htm or contact the individuals listed below.

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ADOT introduces the quiet freeway system



A Primer on Rubberized Asphalt

How it began:

In 2002 ADOT overlaid the US 60 concrete paved Superstition Freeway with a one inch thick surface of open graded friction course with an asphalt rubber binder, commonly referred to by the public as rubberized asphalt.

The reduction of noise on this freeway that carries over 150,000 vehicles per day was so dramatic that freeway drivers, property owners along the freeway, and all across the Regional Freeway System began to inquire about why other sections of freeway could not be resurfaced to reduce the noise.

Government listened to the citizens and developed an ambitious paving program with the rubberized asphalt to reduce the freeway noise.



Paving US 60 in 2002 which generated lots of interest from the public led to the quiet pavement program

The Arizona Department of Transportation (ADOT) in 2003 adopted a Quiet Pavements Program to overlay most of the Regional Freeway System (115 miles) with rubberized asphalt to address the annoying noise associated with the ever increasing level of traffic.



ADOT has used over 14 million used tires to produce rubberized asphalt to pave Arizona highways

How it's made...

Asphalt rubber binder, is a combination of 80 percent asphalt and 20 percent ground tire rubber made from used tires. The asphalt rubber binder is subsequently mixed with rock in a hot plant and then placed with a lay-down machine to become a quiet and smooth riding surface. The resultant rubberized asphalt overlay typically reduces the noise in the range of 3 to 5 decibels (dB), although reductions greater than this amount have been noted.